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THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. IV, No. 1.

January, 1961

Many of the highway engineers who are responsible for re-routing new roads should get a chuckle from this poem that our good friend Bob Miller of the Independent Record found, and with his kind permission we hereby insert, because it is so appropriate in any highway department. The poem was written by Sam Walter Foss in 1895.

MONTANA NEEDS SUPERHIGHWAYS

Sam Walter Foss wrote a poem 65 years ago which might be read with profit today by those who think Montana's highways are good enough, and with pleasure by those think they should be better.

For there is no doubt that 5,000 miles of Montana road is obsolete. It is out of date because for the most part it is merely paving put on top of the former gravel road, and the former gravel road was once a dirt road, and the dirt road was once a cow trail or perhaps a section line.

Sam Walter Foss took note of that situation back in 1895 when he wrote "The Calf Path." That it applies today, and not alone to highways is indicated by the fact that the Boeing Airplane Co. recently distributed it to all department heads. It follows:

THE CALF PATH

One day through the primeval wood
A calf walked home as good calves should;
But made a trail all bent askew,
A crooked trail as all calves do.
Since then three hundred years have fled,
And I infer the calf is dead.

But still he left behind his trail,
And thereby hangs my moral tale.
The trail was taken up next day
By a lone dog that passed that way;
And then a wise bell-wether sheep
Pursued the trail o'er vale and steep,
And drew the flock behind him, too,
As good bell-wethers always do.
And from that day, o'er hill and glade,
Through those old woods a path was made.

And many men wound in and out,
And dogged and turned and bent about,
And uttered words of righteous wrath
Because 'twas such a crooked path;
But still they followed—do not laugh—
The first migrations of that calf,
And through this winding wood-way stalked
Because he wobbled when he walked.

The forest path became a lane
That bent and turned and turned again;
This crooked lane became a road,
Where many a poor horse with his load
Toiled on beneath the burning sun,
And traveled some three miles in one.
And thus a century and a half
They trod the footsteps of that calf.

The years passed on in swiftness fleet,
The road became a village street;
And this before men were aware,
A city's crowded thoroughfare.
And soon the central street was this
Of a renowned metropolis;
And men two centuries and a half
Trod in the footsteps of that calf.

Each day a hundred thousand rout
Followed this zigzag calf about
And o'er his crooked journey went
The traffic of a continent.
A hundred thousand men were led
By one calf near three centuries dead.
They followed still his crooked way,
And lost one hundred years a day;
For such reverence is lent
To well-established precedent.

A moral lesson this might teach
Were I ordained and called to preach;
For men are prone to go it blind
Along the Calf-path of the mind,
And work away from sun to sun
To do what other men have done.
They follow in the beaten track,
And out and in, and forth and back,
And still their devious course pursue,
To keep the path that others do.
They keep the path a sacred groove,
Along which all their lives they move;
But how the wise old wood-gods laugh,
Who saw the first primeval calf.
Ah, many things this tale might teach—
But I am not ordained to preach.

AWARD SHEET

Letting of December 21, 1960

PROJECT NO.	Amount of Bid	Bidder	Address
R-AD-5(2) Whitetail Access Road Daniels County	\$ 19,070.50	Larson & Anderson	Scobey, Mont.
I-IG 90-7(9) 327 U1 F 185(6) U1 Livingston South and East and Livingston-West Roads Park County	\$3,134,965.16	Bud King Const. & McLaughlin, Inc.	Missoula, Mont.
I-IG 90-7(9) 327 U2 Livingston-South & East Park County (Structures)	\$ 505,374.87	Schultz & Lindsay Const. Co.	Fargo, N. Dak.
I-IG 90-7(9) 327 U3 F 185(6) U3 Livingston South and East and Livingston-West Roads Park County (Fencing)	\$ 66,821.50	Lahren Const. Co.	Livingston, Mont.
U 257 (14) Unit 2 Idaho Street-Kalispell Kalispell-West Glacier Road Flathead County (Traffic Sig.)	WITHDRAWN		
S 361 (10) Unit 1 Pressville-Girard- Fairview Road Richland County	\$ 325,783.80	Albert Lalonde Co.	Sidney, Mont.

Project No. 1—Award held pending information of availability of defense funds.
Projects No. 2, 3, 4, 6 awarded.

The Bureau of Public Roads has completed the estimate of the cost of completing the Interstate System, and the report has been made to Congress. The new figure, compiled after nearly a year of study covered all Interstate work not yet financed as of January 1, 1960, and found the cost to be an estimated \$41 billion.

Since the Federal Government is paying 90% of the cost of the Interstate, the required federal share of the \$41 billion amounts to \$37 billion, but only \$25.4 billion of this amount has been authorized by Congress in the Federal Aid Highway Acts of 1954, 1956, 1958, and 1959. If the Interstate is to be completed in the time allotted, then an additional \$11.6 billion in funds is needed.

We sometimes feel that many people are prone to take highways for granted, not knowing the many details that are necessary to complete the planning and designing of new highways. This little chart illustrates some of the steps that are required before the contractor can commence to build a highway. Maybe we are getting away from the 300 year old calf.

7 STEPS IN PLANNING & DESIGNING NEW HIGHWAY

1. TRAFFIC SURVEYS

- (a) RESEARCH
- (b) "ORIGIN AND DESTINATION" STUDIES
- (c) TRAFFIC STUDIES

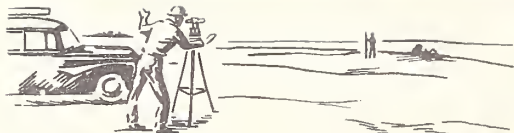


2. PROGRAMMING

- (a) DETERMINING COST OF IMPROVMENTS
- (b) BUDGETING FUNDS
- (c) SCHEDULING CONSTRUCTION

3. PRELIMINARY ENGINEERING

- (a) ROUTE LOCATION STUDIES
- (b) PHOTOGRAMMETRY
- (c) SURVEY
- (d) MATERIALS TESTING
- (e) TENTATIVE LOCATION



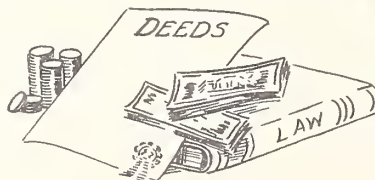
4. PUBLIC HEARINGS

- (a) MEETING WITH LOCAL OFFICIALS
- (b) INFORMATIONAL MEETINGS
- (c) APPROVAL OF ROUTE BY ROAD COMMISSION

See To Highway

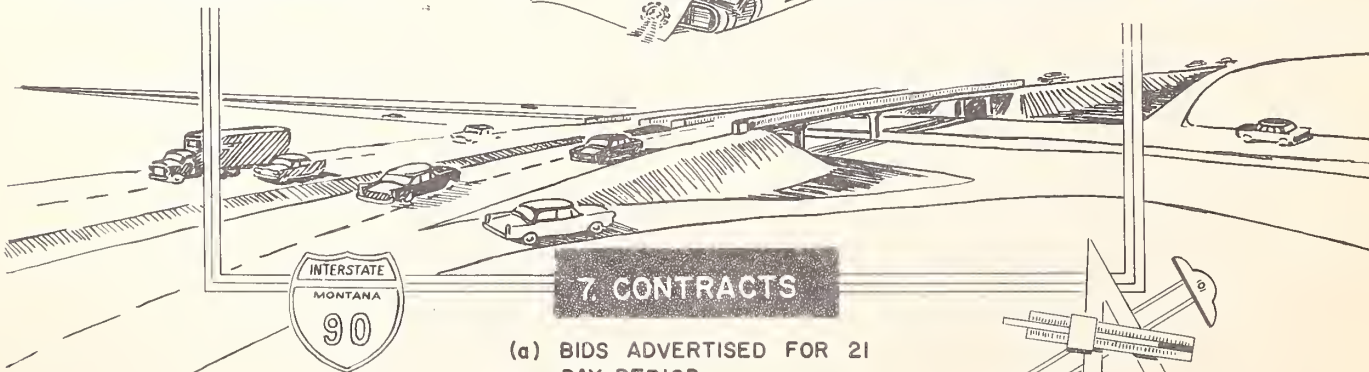
5. FINAL DESIGN

- (a) PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES
- (b) PREPARATION OF RIGHT OF WAY PLANS AND DOCUMENTS



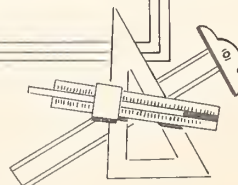
6. RIGHT OF WAY ACQUISITION AND BIDS FOR CONSTRUCTION

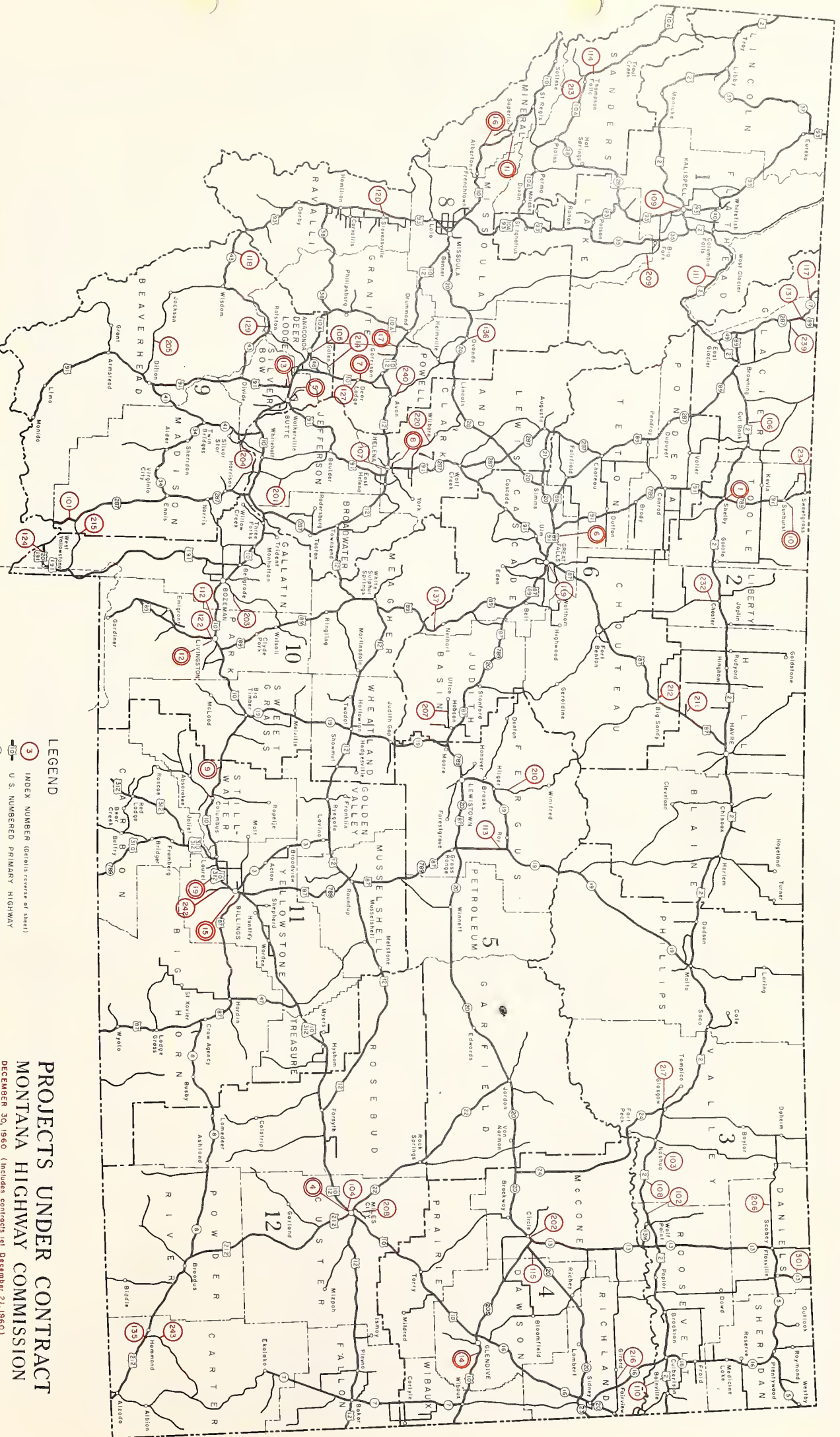
- (a) APPRAISALS
- (b) BUREAU OF PUBLIC ROADS APPROVAL
- (c) NEGOTIATIONS
- (d) COURT ACTION, IF NEEDED



7. CONTRACTS

- (a) BIDS ADVERTISED FOR 21 DAY PERIOD
- (b) OPENING BIDS
- (c) AWARDING OF CONTRACT





LEGEND

- 3 INDEX NUMBER (details reverse of sheet)
- 10 U.S. NUMBERED PRIMARY HIGHWAY
- 10 MONTANA NUMBERED PRIMARY HIGHWAY
- 10 SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT MONTANA HIGHWAY COMMISSION DECEMBER 30, 1960 (includes contracts let December 21, 1960)

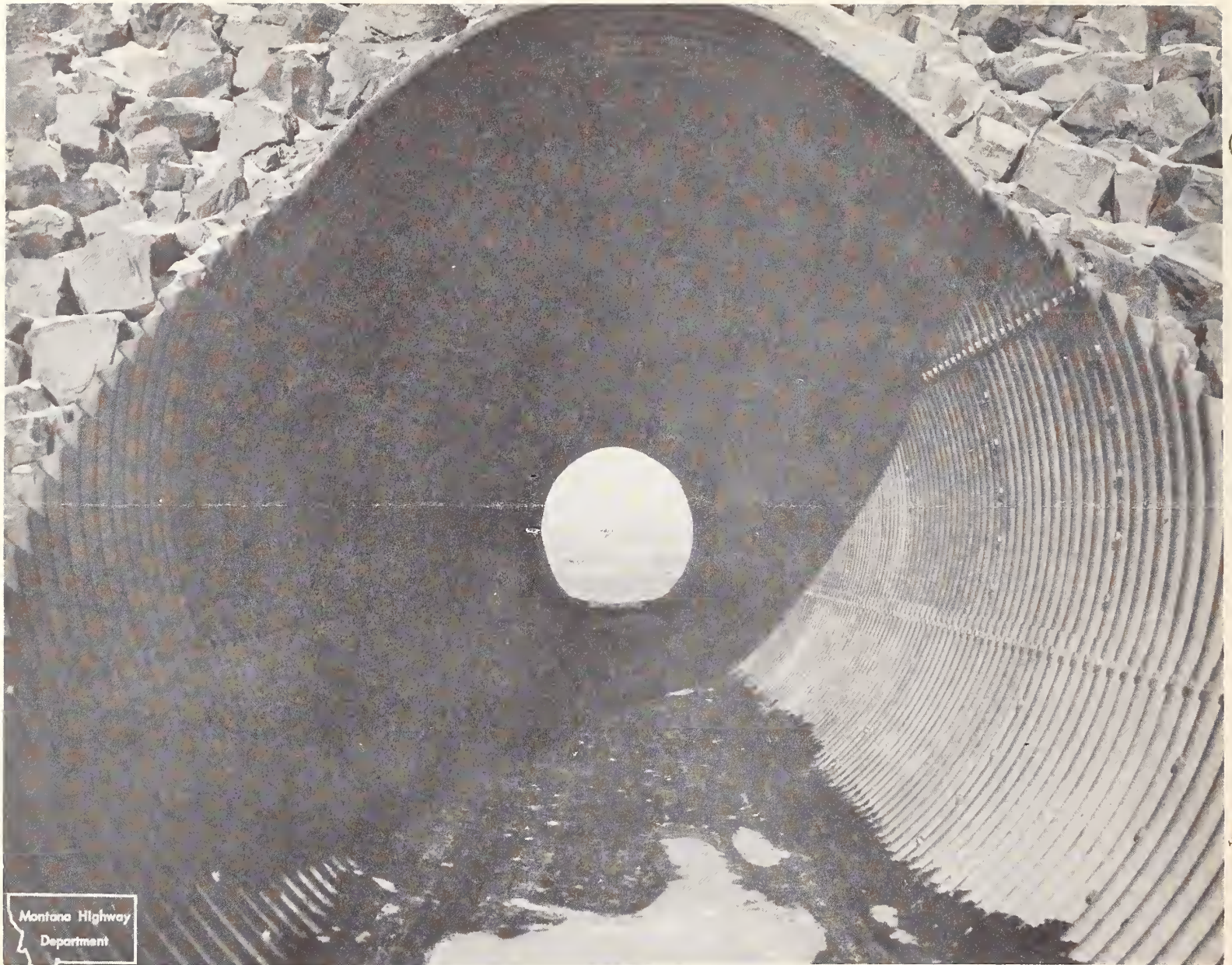
Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID INTERSTATE PROJECTS			
1	I 15-8 (7) 351	1-15-61	5.6 miles signing (U. S. 91 - Shelby North).
4	PS-I 15-8 (3) 351	1-15-61	Weigh Station (U. S. 91 - Shelby North).
	I 94-4 (3) 134	7-31-61	One 268 foot steel girder overpass - Miles City West Interchange. One 290 foot riveted plate girder bridge - Tongue River. Two prestressed concrete beam overpasses. One 153 foot - County Road, and one 158 foot - U. S. 212 (U. S. 10 - Miles City West).
	I 94-4 (5) 127 U 1	9-15-61	8.5 miles (0.8 miles four lane divided) grading, drainage, surfacing, Portland Cement paving, plant mix bituminous and seal coat oiling. One 214 foot prestressed concrete beam overpass - Radar Base Interchange. Three concrete slab junior grade separations. (U. S. 10 - Miles City West).
5	I 94-4 (5) 127 U 2	1-15-61	8.5 miles fencing (U. S. 10 - Miles City West).
6	I 15-2 (7) 127	6-30-61	Dual 168 foot steel girder overpasses - Montana Street Interchange (U. S. 91 - In Butte).
	I 15-5 (9) 275 U 1	1-15-61	8.3 miles four lane divided, grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 91 - West of Great Falls).
	I 15-5 (9) 275 U 3	1-15-61	8.3 miles fencing (U. S. 91 - West of Great Falls).
	I 15-5 (12) 275	1-15-61	8.3 miles signing (U. S. 91 - West of Great Falls).
7	I 90-3 (8) 180 U 1	4-10-62	8.6 miles (1.0 mile four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 North and South of Deer Lodge).
	I 90-3 (8) 180 U 2	8-31-61	Six prestressed concrete beam bridges, One 123 foot - North Deer Lodge Interchange, One 118 foot Milwaukee Avenue, One 168 foot - County Road Dual 153 foot - Clark Fork. One 256 foot - Underpass South Deer Lodge Interchange, and two 20 foot concrete slab junior grade separations - County Roads (U. S. 10 - North and South of Deer Lodge).
8	I 90-3 (8) 180 U 3	1-15-61	8.6 miles fencing (U. S. 10 - North and South of Deer Lodge).
	I-IG-ING 15-4 (4) 184 U 1	1-15-61	1607 foot total length dual steel and concrete overpasses - GN RY and NP RY., Boulder Avenue. (U. S. 91 - Helena).
	I-IG-ING 15-4 (4) 182 U 2	9-15-61	2.8 miles four lane divided, grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Dual 260 foot steel girder bridges - Underpass - Colonial Club Interchange (U. S. 91 - Helena - South).
9	I-IG-ING 15-4 (4) 182 U 3	6-1-61	2.8 miles fencing and cattle guards (U. S. 91 - Helena - South).
10	I 90-8 (7) 394	12-31-61	One 558 foot - Riveted plate girder bridge - Yellowstone River (U. S. 10 - West of Columbus).
	I-IG 15-8 (6) 379 U 1	7-31-61	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 313 foot steel girder - GN RY. One 168 foot prestressed concrete beam - Sunburst Interchange - Overpasses (U. S. 91 - Sunburst North)
	I-IG 15-8 (6) 379 U 2	1-15-61	4.2 miles fencing and cattle guards (U. S. 91 - Sunburst North)
11	I 15-8 (10) 379	6-1-61	4.2 miles signing and delineation (U. S. 91 - Sunburst North)
	I 90-1 (6) 43 U 1	7-1-61	6.7 miles (1.2 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One concrete slab junior grade separation (U. S. 10 - North and South of Superior).
12	I 90-1 (6) 43 U 3	1-15-61	6.7 miles fencing and cattle guards (U. S. 10 - North and South of Superior).
	I 90-7 (4) 330	9-30-61	730 foot - Dual Structures - Riveted Plate Girder Bridges - Yellowstone River (U. S. 10 - South of Livingston).
	I-IG 90-7 (9) 327 U 4	8-15-61	4.3 miles grading and sub-ballasting only of Northern Pacific-Railway Line (U. S. 89 - South of Livingston).
	I-IG 90-7 (9) 327 U 1	9-15-62	11.8 miles (11.0 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Construction of irrigation and water supply facilities (U. S. 10 - West and East of Livingston).
	I-IG 90-7 (9) 327 U 2	6-30-62	Ten prestressed concrete beam structures. Dual 113 foot overpasses - West Interchange, Dual 251 foot overpasses - South Interchange, Dual Junior grade separation - Farm Road, Dual 128 foot overpasses - Swingly Interchange, One 279 foot underpass - East Interchange, One 210 foot underpass - Mission Interchange (U. S. 10 - West and East of Livingston).
13	I-IG 90-7 (9) 327 U 3	8-1-61	11.8 miles fencing and cattle guards (U. S. 10 - West and East of Livingston).
	I-ING 15-2 (8) 118	1-15-61	4.2 miles (2.5 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling, three prestressed concrete bridges, one 210 foot Victor Interchange, one 599 foot and one 614 foot B.A.&P. RY, CMST P&P RY., NP RY., and Clark Fork (U. S. 91 - West of Butte).
14	I 15-2 (10) 118	6-1-61	4.2 miles signing and delineation (U. S. 91 - West of Butte).
15	I 94-6 (2) 216	1-15-61	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - East of Glendive).
16	I 90-8 (10) 451	6-30-62	930 and 945 foot (dual) Steel Riveted Plate Girder Bridges - Yellowstone River (U. S. 10 - East of Billings).
17	I 90-1 (7) 60 U 1	1-15-61	5.0 miles signing and delineation (U. S. 10 - Southeast of Superior).
18	I 90-3 (5) 157 U 1	1-15-61	9.6 miles signing and delineation (U. S. 10 - East of Drummond).
19	I 90-8 (8) 438 U 1	1-15-61	6.4 miles four lane, grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Same construction on frontage roads. Two 153 foot prestressed concrete beam overpasses - Beet Dump Separation (U. S. 10 - West of Billings).
	I 90-8 (8) 438 U 2	1-15-61	6.4 miles fencing (U. S. 10 - West of Billings).
FEDERAL AID PRIMARY PROJECTS			
101	PHP 60-A	1961	8.9 miles grading, drainage, surfacing and bituminous surface treatment. One 260 foot prestressed concrete girder bridge - Madison River (Montana 287 - South of Ennis).
102	ROW PHP 60-A	7-15-61	8.9 miles fencing (Montana 287 - South of Ennis).
	F 84 (29)	6-30-61	9.3 miles plant mix bituminous and seal coat oiling (U. S. 2 - Wolf Point West).
	F 232 (4)	6-30-61	8.0 miles plant mix bituminous and seal coat oiling (U. S. 2 - Wolf Point West).
103	F 144 (5)	6-30-61	2.0 miles plant mix bituminous and seal coat oiling (U. S. 2 - In Nashua).
	F 189 (5)	6-30-61	8.2 miles plant mix bituminous and seal coat oiling (U. S. 2 - Nashua East).
104	F 135 (17)	9-15-61	0.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - Miles City West).
105	F 68 (9)	7-1-61	6.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 A - Anaconda East).
106	F 220 (7)	6-30-61	0.5 miles grading, drainage, surfacing, road mix bituminous and seal coat oiling (U. S. 2 - west of Cut Bank).
107	F 214 (3) U 1	9-15-61	1.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 91 - Helena).
108	F 189 (4) U 1 &		
	F 232 (3) U 1	7-30-61	8.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - West of Wolf Point).
109	U 58 (23) U 257 (14) U 1	1-15-61	2.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 & 93 - In Kalispell).
	F 270 (7) U 1		
110	F 84 (27)	7-1-61	8.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - East of Culbertson).
	F 84 (28)	7-1-61	5.5 miles plant mix bituminous and seal coat oiling (U. S. 2 - West of Culbertson East).
	F-PG 273 (11)	7-1-61	0.8 miles plant mix bituminous and seal coat oiling (Montana 16 - Culbertson South).
111	PHP 13-F6	1961	2.1 miles grading, drainage and surfacing (U. S. 2 - East of West Glacier).
112	F 185 (6) U 1	9-15-62	0.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - West of Livingston).
	F 185 (6) U 3	8-1-61	0.3 miles fencing (U. S. 10 - West of Livingston).
113	F 233 (23) U 1	1-15-61	11.8 miles grading, drainage, and surfacing (North of Grass Range).
114	PHP 6 D 5	1961	2.3 miles grading, drainage, surfacing and road mix bituminous oiling (U. S. 10 A relocation - West of Thompson Falls).
	ROW PHP 6-D5	1-15-61	2.0 miles fencing (U. S. 10 A - Thompson Falls West).
115	F 391 (13)	1-15-61	9.1 miles surfacing, plant mix bituminous and seal coat oiling (Montana 20 East of Circle).
117	NP 44A & 14A	1961	10.9 miles grading, drainage, surfacing and bituminous surface treatment (Montana 17 - Northwest of East Glacier).
118	PHP 20-B	1961	9.4 miles grading, drainage and four 60 foot concrete slab bridges. Three over Trail Creek and one over Ruby Creek (Montana 43 - West of Wisdom).
119	U-F-PG 395 (4)	11-30-61	One 1126 foot steel riveted plate girder bridge - GN RY, and Missouri River (U. S. 87 Bypass - Great Falls North).
120	F 259 (9)	9-1-61	14.5 miles raising of various grades, plant mix bituminous and seal coat oiling (U. S. 93 - North and South Stevensville Junction).
122	F 13 (6)	8-15-61	4.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 89 - South of Livingston).
124	PHP 46-A4	1961	8.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 60 foot reinforced concrete girder bridge - South Fork Madison River (U. S. 191 - West of West Yellowstone).
127	F 184 (14)	4-10-62	1.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - North and South of Deer Lodge).
129	F 43 (14) U 2	1-15-61	1.9 miles grading, drainage, surfacing, and bituminous surface treatment of approaches to bridges on F 43 (14) U 1. (Montana 43 - East and West of Ralston).
	F 43 (15) U 1	10-31-61	31.0 miles plant mix bituminous and seal coat oiling. (Montana 43 - East and West of Ralston).
131	F 208 (3)	6-15-61	0.9 miles grading, drainage, surfacing, road mix bituminous and seal coat oiling. One 122 foot prestressed concrete beam bridge - Kennedy Creek (U. S. 89 - North of Browning).
135	F 262 (12)	1-15-61	11.0 miles stabilized surfacing, plant mix bituminous and seal coat oiling (U. S. 212 - Hammond Southeast).
136	F 237 (16) & F 267 (11)	1-15-61	29.8 miles (intermittent raising of grading) surfacing, plant mix bituminous and seal coat oiling (Montana 20 - west and East of Ovando).
137	PHP 32-A9	1961	5.0 miles grading, drainage, surfacing and bituminous surface treatment (U. S. 89 - South of Neihart).
FEDERAL AID SECONDARY PROJECTS			
201	S 9 (9)	9-1-61	8.5 miles surfacing, plant mix bituminous and seal coat oiling (Southeast of Boulder).
202	S 31 (5)	1-15-61	0.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (In Circle).
203	S 370 (12)	7-15-61	5.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Northeast of Bozeman).
204	S 160 (1)	6-30-61	One 245 foot - prestressed concrete beam bridge - Jefferson River (North of Silver Star).
205	S 35 (10)	9-30-61	15.9 miles surfacing, plant mix bituminous and seal coat oiling (West of Dillon).
206	S 8 (10)	9-15-61	9.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (West of Scobey).
207	S 121 (2)	1-15-61	5.7 miles grading, drainage and surfacing. One 65 foot prestressed concrete beam bridge - Judith River (Hobson to Utica).
208	S 388 (1)	7-15-61	8.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 198 foot prestressed concrete beam bridge - Sunday Creek (North of Miles City).
209	S 65 (4)	9-1-61	4.9 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Southeast of Big Fork).
	ROW S 65 (4)	6-1-61	Fencing, 402 rods new, 79 rods resetting. (Southeast of Big Fork).
210	S 68 (4)	7-31-61	10.5 miles plant mix bituminous and seal coat oiling. (Hilger North).
211	S 242 (1)	1-15-61	4.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 75 foot treated timber trestle - Big Sandy Creek (North of Big Sandy).
212	S 219 (4)	1-15-61	8.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Big Sandy - west).
213	S 221 (1)	8-30-61	5.0 miles grading, drainage and surfacing. (West of Thompson Falls).
214	S 304 (5)	9-1-61	6.7 miles grading, drainage and surfacing. (Galen - West).
215	ENFO 40 (1)	1961	3.8 miles grading (Through Earthquake Slide - Southeast of Ennis).
216	S 361 (10)	9-1-61	5.5 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (East of Girard).
217	S 257 (4)	1-15-61	3.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Glasgow - West).
220	S 2 (7)	1-15-61	7.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Wilborn - Southeast).
232	S 303 (4)	1-15-61	5.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Chester South).
234	S 366 (7)	1-15-61	6.3 miles grading, drainage and surfacing (West of Sweetgrass).
239	S 366 (1)	8-1-61	9.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Northwest of Browning).
240	S 291 (4)	1-15-61	6.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Avon Northwesternly).
241	S 322 (5) U 2	1-15-61	5.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Hardin Northeastly).
242	S 132 (3)	1-15-61	8.2 miles surfacing, plant mix bituminous and seal coat oiling. (Billings South).
243	S 184 (3)	1-15-61	15.3 miles grading, drainage, and surfacing. (Hammond Northeast).
OFF SYSTEM PROJECTS			
301	R-AD-5 (2)	7-1-61	3.0 miles grading, drainage and aggregate surfacing (North of Flaxville).

The second best year in the history of the Montana Highway Department was registered in 1960, so far as amounts of construction contracts are concerned. A total of \$30,863,580 was let to new contracts. We have tabulated the record of awards, month by month, along with a running total.

MONTANA HIGHWAY COMMISSION

RECORD OF AWARDS 1960

	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
MILES of INTERSTATE	15.236	(17079)	0	0	8,603	0	0	0	2,770	0	0	11,823
MILES of PRIMARY	.570	50,584	14,353	8,184	11,000	46,367	8,298	28,053	4,736	45,857	0	0,264
MILES of SECONDARY	25.173	27,068	17,009	37,731	27,965	7,726	14,961	21,654	0	8,498	35,991	8,512
MILES of URBAN	0	0	0	0	0	0	0	0	0	0	0	0
FEET of STRUCTURES	1,662.75	2,608.25	0	412.50	2,991.27	121.50	263.00	168.00	1,063.00	0	0	1,486.5
\$ INTERSTATE	4,182,266.11	893,398.72	0	13,500.00	2,780,675.73	1,224.40	89,338.92	95,891.58	1,513,152.51	25,335.07	0	3,707,161.53
\$ PRIMARY	0	2,702,710.22	419,370.56	487,567.72	265,926.22	2,292,399.18	89,454.96	494,478.14	292,065.41	630,057.75	0	INCLUDED ABOVE
\$ SECONDARY	1,393,658.10	869,590.91	437,551.37	1,765,704.92	719,281.57	174,746.89	703,258.22	741,869.62	106,856.78	177,992.36	1,556,108.79	325,783.80
\$ URBAN	0	340,000.00	0	0	30,190.50	0	0	0	0	0	0	0
TOTAL \$ FOR MONTH	5,579,845.00	4,855,900.05	981,391.93	2,266,772.64	3,833,026.38	2,495,157.37	1,097,808.10	1,463,214.34	1,980,724.70	852,789.18	1,556,108.79	4,052,015.83
TOTAL MILES INTERSTATE	15.236	15.236	15,236	15,236	23,839	23,839	23,839	23,839	26,609	26,609	26,609	38,432
TOTAL MILES PRIMARY	.570	51,584	65,937	74,121	85,121	131,488	139,786	167,839	172,575	218,432	218,432	218,696
TOTAL MILES SECONDARY	25.173	52,241	69,250	106,981	134,946	142,672	157,633	179,287	179,287	187,785	223,776	232,288
TOTAL MILES URBAN	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL STRUCTURES	1,662.75	4,271.00	4,271.00	4,683.50	7,674.77	7,796.27	8,059.27	8,227.27	9,290.27	9,290.27	9,290.27	10,776.77
SUPPLEMENTAL & OTHER	0	0	0	0	0	9,411.90	0	2,272.50	0	0	0	19,070.50
MAINTENANCE	0	0	124,470.00	0	36,952	17,375.00	215,756.00	128,702.50	68,650.00	19,404.00	0	0
FENCING (MILES)	23.241	20,100	11,910	11,100	16,272	17,072	7,669	9,000	2,770	0	1.5	12,087
SIGNING	0	0	0	0	0	0	89,338.92	0	0	25,335.07	0	0
SEEDING	0	74,795.87	0	0	0	0	0	0	59,820.26	0	0	0
TOTAL DOLLARS	5,579,845.00	10,435,745.05	11,417,136.98	13,683,909.62	17,507,572.02	20,002,649.07	20,958,737.17	22,293,246.01	24,402,676.21	25,255,455.39	26,811,564.18	30,863,580.01



This large pipe under the Circle-Sidney Highway will serve as drainage for Cottonwood Creek to get on down to Redwater, and also as a stockpass under the newly completed highway. The bottom of the pipe has been levelled with asphalt to provide footing for livestock. The pipe is large enough for pickups and cars to drive through, and is about 13 feet in diameter.

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana



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